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NOTES FROM THE NORTH.

HOLIDAY CALAMITIES.

Peking, August 21st.

People here have now returned to their normal routine after the August Bank Holidays. These extended from the 1st to the 4th, both inclusive, and were marked by unusual and regrettable incidents.

To begin with, Peking and Tientsin and the surrounding districts have been visited by a heat wave the like of which has not been known for at least ten years. Seasoned veterans in the Far East who have spent years of residence in Shanghai, Hongkong, Canton, Singapore, Penang, Java, and North Borneo and other parts of the Eastern Archipelago have broken down under the heat in Tientsin, which they declare to have been worse to endure than any they ever experienced elsewhere. The feature of the weather has been the long continuance of extraordinarily high temperatures and humid atmosphere. In former years the thermometer has on sporadic days risen above 100 degs. F., but the proverbial oldest inhabitant has to cast back his recollections for many years to recall a similar spell of hot weather so long continued. The second half of July and the month of August up to date have this year been a perfect Hades here. Even those who took refuge at the various coast resorts did not escape. At Paitung, Shanghai, Chinwangtao, and Taku the temperature exceeded the normal, and people who had gone for the holiday week end for coolness returned saying their errand had been a fiasco.

FORMER HONGKONG RESIDENT.

The holidays of all Tientsin people were saddened by the news of the death in the Hospital there of Mr. Lee, architect, a member of the firm of Messrs. Loup and Lee. Mr. Lee was one of the nicest men to be met in the course of a day's march, and was a universal favourite. Before coming to Tientsin he lived and practised some years in Hongkong, to which Colony he came out from England. At home he resided his professional training in Rochester. He was only 31 years of age, and thus prematurely a bright and useful life was cut off. Mr. Lee contracted typhoid fever, and then developed pneumonia. Had he been a married man he might have been nursed at home, but being a bachelor he went to the hospital and there in general regret that he was not able to weather the crisis.

ATTACK ON THE RUSSIAN CONSUL.

Even more shocking because more sudden and unexpected was the dastardly attempt on the life of Mr. Poppe, the popular Russian Consul in Tientsin. Mr. Poppe had been entertaining friends on the last day of the holidays. He is a most sociable and amiable man, and like many of his countrymen an capable musician. He went to bed in the usual way after dinner, and was in his first sleep—being apparently one of the few men able to sleep these hot nights—when, about half-past one in the morning, he was rudely awakened by being stabbed or, rather, ripped up.

Mr. Poppe's predecessor at the Consulate, Mr. Layton, was shot in the same building just two years ago, and died of his wound, which pierced the diaphragm and brought on peritonitis. Since then both Consuls and police have guarded the premises of the Consulate night and day. On the night of the attempt on Mr. Poppe's life not only were the continued guards on duty but all doors and windows were fastened at the front. There was thus no way of access to the Consul's bedroom, which is on the ground floor, except by the back of the house through the door used by the Chinese servants and a narrow corridor. The fact that Mr. Poppe's assailant found his way to his victim and made good his escape without leaving a single trace or clue signifies that the deed was done by some one familiar with the building and the habits of the inmates.

Whoever he was, he used a long sharp knife with terrific force. The weapon struck Mr. Poppe in the right breast and tore up a gaping (which lay open for a width of six inches) extending to the base of the abdomen. Fortunately it encountered the ribs, three of which were clean cut through, or it might have penetrated to the back bone and caused fatal injuries. As it was, it did damage sufficiently terrible. The liver was cut into a depth of two inches and for a distance of four inches, and the diaphragm was cut through, giving danger of peritonitis. Notwithstanding his injuries, Mr. Poppe was able to go to the window, open it, and shout for assistance. Still, the surgeons were quickly in attendance, and the Consul was sewn up and is now out of danger.

But the mystery as to his assailant has not been cleared up, though it is suspected that he was a Chinese. Mr. Poppe had trouble with his servants, some of whom he had discharged, and it is thought that one of these committed the crime out of revenge. But the native and foreign police of Tientsin have not been able to discover who the individual was.

PEKING CALAMITY.

The tale of disasters is not yet told. On Sunday night there was a fire in the barracks of the German Legation in Peking, and this spread to buildings in which emergency arms and ammunition, including shells and grenades, were kept, with the deplorable result that five soldiers (four German and one French) were killed and some fifteen (Germans and French) more or less seriously injured. The troops of all the Legation Guards turned out to combat the flames, but it so happened that only the Germans and the French got in the way of the exploding shells. The operations for the extinction of the fire were conducted under the superintendence of the German officer in command, and he, has come in for not a little criticism on the part of his fellow countrymen and other foreigners for having permitted soldiers of all nationalities, his own included, to be working so near to the

explosives after warning of the danger had been given by the reports of cartridges ignited by the flames. But the European criticism has not been so severe as that of the Chinese. A sample of this was afforded by the Peking journal, "Chinese Public Opinion," which gave a long article the moral of which was that the foreign Legations in the capital, and especially that of Germany, who prides herself as being the first military and most scientific nation in the world, are supposed to be models to the Chinese in everything; but the barracks disaster is held to prove that the foreigners are no better than the Chinese. It is pointed out that if the foreigners were superior the fire should never have broken out at all, and that, if it had, the arrangements of the foreigners for suppressing it should have been better than they were. The fact of the emergency magazines catching fire and their contents exploding with disastrous and fatal results to those engaged in putting out the flames is cited triumphantly as a convincing proof of the foreigners' lack of superiority. This piece of criticism is only one sample of the recent recovery by the Chinese in the capital of their ancient reputation as dindain of the foreigners. In different ways this feeling is continually manifesting itself nowadays.

ANTI JAPANESE PREJUDICE.

One of the most remarkable features of Chinese policy is the change which has taken place during the past three years with regard to Japan. During and after the war Japan was supreme in the Councils of China. The Japanese Minister, Mr. Uchida, was more influential and more listened to than any or all the other diplomatic representatives in the capital. And throughout the provinces Japanese influences were paramount. Now, anything is good enough to beat the Japanese dog with. There has been a complete reaction, and much injustice is done to Japan.

AN EXAMPLE.

This comes not only in official circles but in the ordinary walks of life. I may cite the following instance—a paragraph from "Chinese Public Opinion"—

"JAPANESE THEFT AND VANDALISM.—A few days ago some Japanese went to a certain Temple in the Western Hills and proceeded to remove a monument and a large bronze image. When protests were raised by the Temple keepers they asserted that they were removing the objects by order of the Japanese Minister. This the people of the district did not believe, so they promptly sent to the Peking Police authorities, and some mounted soldiers were immediately despatched to the scene. The officials arrived at the Temple just as the Japanese had succeeded in packing their booty into a cart, and immediately arrested them. They were brought to Peking and have since been handed over to the Japanese Legation for punishment. We await with interest the verdict, and trust that the punishment will be adequate for the act, which is not only one of theft but also of vandalism."

Now here are allegations clearly calculated to create in the minds of Chinese, and foreigners a feeling prejudicial to the Japanese. A subsequent issue of "Chinese Public Opinion," however, contains the following:—

"OFFICIAL CONTRADICTION.—We have received from the Central Police station a notification to the effect that the Japanese Legation denies that the story of the Japanese subject attempting to steal a monument and bronze image from a Temple in the Western Hills has any foundation in fact."

This, I may say, is only one of many baseless stories circulated with a view to the depreciation of Japan and the Japanese.

TYPHOON WARNING.

The telegram quoted below was received by the United States Consulate from the Manila Observatory at 12:57 p.m. yesterday:

"Cyclone or typhoon East of Balintang moving N. N. W. or N."

WAR AIRSHIPS.

"NOTHING TO BE FEARED FOR A LONG TIME."

In the highest military circles in Great Britain it is accepted that so far airships are a failure.

The military authorities have had reports employed in watching the flights of the various airships and aeroplanes, and the impression is that for a long time to come there is nothing to be feared from them.

The Government has not stinted the necessary funds for experiments at Aldershot and elsewhere, but the Royal Engineers, on whom has devolved the task of finding at least a dirigible balloon, are contenting themselves with cautious experiments. From time to time reports are received of the performance of various airships and aeroplanes on the Continent, and in every case details of mechanism and construction have been available. The Army Council is therefore thoroughly aware of all that is taking place both on the Continent and in America in aerostatics.

Consultations have been held at the War Office with expert aeronauts as to how airship attacks can be best met, and the plan of campaign in which the principal feature will be the use of high-angle fire with high-explosive shells has been evolved.

The military authorities point to the fact that nowhere has any machine designed for flight in the air proved effective. Our own airship, the "Dreadnaught," broke down under stress of weather. Count Zeppelin's airship, when it was put to a serious test, involving no less a sum than £100,000, promptly broke down. Mr. Langley's aeroplanes was to have been tried in this country, but no place was found suitable for his experiments because of the presence of trees, telegraph wires, and so on. All this points to a lack of practical working in the various designs of which so much has been made in the Continental Press. When it is possible to cross the Channel, say, with a party of excursionists, and land at any fixed point the War Office may be prepared to regard recent experiments as a failure.

CONSULAR REPORTS.

THE TRADE OF WUCHOW.

The Report on the Trade of Wuchow for the Year 1907. By Mr. Consul King, opens as follows:—

Trade during 1907.—The total net value of the trade of Wuchow for the year 1907, as shown by the returns of the Imperial Maritime Customs, amounted to £65,855. This compares with £1,570,301 in 1906, or £1,554,816 in 1905, or £1,737,147 in 1904, a difference of £91,421, or £2,03,846, in favour of 1906.

Foreign imports from Hongkong show a decrease from the figures for 1906 of 492,234, or £75,113, a matter for regret as British manufactures are, of course, included under this heading.

The trade of Wuchow for the year 1907, taken as a whole, may be regarded as having been somewhat unsatisfactory and disappointing. The very small stocks remaining in the hands of many dealers at the close of 1907, together with the opening of Nanning to foreign trade, gave rise to sanguine expectations as regards the import trade for 1907, but these expectations were not destined to be realised.

Despite restrictions which have rendered the opening of Nanning unsatisfactory, one would have expected the opening of such a well-known distributing centre would, in itself, have led to a considerable increase in trade.

Causes of decrease of trade. Loss of financial facilities.—The principal cause of the shrinkage of the trade in 1907 may be attributed to the refusal of the Fatsien bankers, the chief financiers of the trade of this province, to make such free advances to merchants as in former years. Since the latter part of 1905, when the trade in native opium began to fall off at Canton, Hongkong, and Shanghai, the Fatsien bankers have been reluctant to advance money to the Hongkong or Fatsien. The opium dealers were in a position to negotiate bills of very large amounts payable in Hongkong or Fatsien, and the loss of this facility in remitting is a matter for consideration in its bearing on the piece-goods and yarn trade.

Yunnan traders.—It may here also be pointed out that the disappearance of the Yunnan traders has been an undoubted factor in the contraction of the trade of this province. Shortly after the opening of Wuchow to foreign trade, when the "Yunnan" collectors at the interior barriers had learnt to respect inward transit passes, bodies of men were formed, who styled themselves Yunnan traders "or pang," a Chinese name for traders. These men bought very largely in Hongkong, purchasing Indian yarn, 8 and 9 lb. long, and grades of 8 lb. grey shirtings, T-cloths, white shirtings and small quantities of fancy cotton goods. These were made up into small packages of about 40 lb. in weight, shipped from Hongkong to Canton or Wuchow by steamer, and then, under cover of transit passes, forwarded by means of junks and overland carriages to Yunnan via Nanning. On account of the wholesale purchases made by the traders, the Hongkong Chinese dealers regarded them as some of their best customers. The traders are reported to have made very handsome profits by their ventures.

On their return journey from Yunnan they used to bring with them tin, opium and gold. The tin was usually forwarded to Hongkong via Tonkin, probably on account of there being less export duty to pay by that route. The opium and gold were immediately exchanged on arrival at Nanning for drafts on Hongkong or Fatsien. These Yunnan traders have gradually disappeared, and one does not now hear of their existence. The amount of their purchases in Hongkong was probably from £25,000 to £30,000 annually.

Effect of disturbances in Pakhoi district.—The principal falling-off in trade was to be found in the districts of the Fu and Lin Rivers. Indeed, had it not been for the disturbances during the autumn in the districts north-west of Pakhoi, at Liuchow and Liangshan, which had the effect of diverting many fairly large shipments of yarn and small quantities of cotton piece-goods destined for Lo Hu and other smaller market towns from the usual route via Pakhoi, the falling-off in trade forwarded through Wuchow, and retained by the Imperial Maritime Customs here would have shown poorer figures.

Local trade in and around Wuchow.—It may be remarked that almost all the foreign goods imported are intended for shipment to interior markets, the business being in the hands of a few Chinese merchants, whose headquarters are in Fatsien. The local trade in and around Wuchow is small and unimportant. Under existing circumstances, in order to increase imports, the desirability of developing trade locally and in the surrounding districts is obvious. Although Wuchow has been opened to foreign trade for more than 10 years, in most of the smaller towns and villages within a short distance of the port foreign goods are practically unknown. This state of affairs may, in the main, be attributed to the poverty of the people, the majority of whom are living a hand-to-mouth existence, and to the undeveloped condition of the country.

THE TRADE OF PAKHOI.

From the report on the trade of Pakhoi for the year 1907 by Mr. J. B. A. Mack, Assistant in the British Consular Service in China, we take the following:

General remarks.—The trade of Pakhoi for the year 1907 shows a slight increase over that for the preceding year, but continues to be far from satisfactory. The rebellion which broke out near Ch'ingchow in the early part of the year and which necessitated the sending of troops from Canton to quell it, had a serious effect upon imports, which, with one or two notable exceptions, have declined throughout. The depreciation of the local, as compared with the Hongkong, currency—a depreciation varying during the year from 5 to 10 per cent.—operated to raise the price of foreign commodities, and consequently the local demand, already weakened by the rebellion, fell off considerably. Exports, on the other hand, were stimulated by it and show an advance of nearly £30,000. Local produce being purchased in local coin, exporters were able to reap considerable profits. At the same time local production was not much interrupted by the rebellion, the fields of the farmers being everywhere respected by the insurgents. Some good crops, therefore, especially of indigo, were obtained.

These considerations have temporarily exerted an influence on the trade of the port, but it has always to be remembered that there are underlying causes which work which have undermined its prosperity. The continued improvement of trade conditions on the West River has gradually drawn to that route almost the whole of the foreign trade with Kiangsi markets. Of these latter, one of the busiest—Nanning—is itself now a treaty port. No better proof of the increasing popularity of the West River route is wanted than the annual growth of the trade returns at Canton. The black dotted line on the map accompanying this report shows

generally the northern limits of Pakhoi trade in 1907. From this it will be seen that the trade is becoming almost entirely local in character, and that, so far as Kiangsi is concerned, it is to all intents and purposes extinct. Value of trade.—The net value of the trade of Pakhoi during the year 1907 was £241,510, an increase of £7,125 over the preceding year.

Shipping.—The export of vessels entered and cleared at Pakhoi in 1907 shows an increase over that for 1906 though inward cargoes show a lesser value. French vessels headed the list followed by German, British and Dutch respectively.

Population.—The Chinese population of Pakhoi is estimated at 20,000 and that of Liuchow at 50,000. The foreign population only number 63.

Firms.—There are only one British firm represented. There are 2 American firms, 2 French, 1 German, and 1 Portuguese.

Conclusion.—As long as the only available means of inland transport at Pakhoi are slow-moving bullock wagons and wheelbarrows the port cannot be expected to recover from the present stagnation of its trade. Railway development is, however, now well under way in China, and sooner or later this development will come to Pakhoi. Given a railway it will not be too much to expect that Pakhoi will again become a flourishing port for its still remote natural outlet for the rich producing areas of the province of Kiangsi.

SUBMARINE HEROES.

The crew of Submarine No. 9 engaged in the naval manoeuvres has had a thrilling experience and narrowly escaped death, from an accident by an accident to the machinery, which caused an escape of petrol gas. The torpedo boat, consisting of nine ships, in company with the "parent cruiser" Zulus and a torpedo destroyer, left Devonport and Portsmouth for a long run up to Dover, whence they were to proceed to Margate for patrolling a section of the east coast in connection with the manoeuvres. After leaving Portsmouth the little fleet encountered very rough weather in the Channel.

Some of the crews of the ships in an interview stated that it was a most uncomfortable voyage, the submarine principally being under water the whole time owing to the rough seas. All went well otherwise until about noon, when the fleet was off Folkestone, when Submarine No. 9 was observed from the Zulus to be going astern and to be evidently in difficulties. At length a signal was made from the little craft for assistance.

Upon this little less than miraculous that the whole crew were not killed by suffocation. Lieutenant Groves was in command.

Shortly after noon Lieutenant Groves, who was in the coming tower with Lieutenant Warren, noticed a smell of petrol gas somewhat stronger than usual. No notice was taken of it immediately, the officers thinking it was due to a leak of the wind, which made it more noticeable. Soon afterwards, however, it was noticed that something was amiss in the movement of the ship.

For a time the fumes of petrol gas became quite overpowering. The officers in command signalled to the boats below, but got no answer. In the coming tower there were only Lieutenants Groves and Warren and two seamen. The rest of the crew were below.

The two officers consulted together and decided to go below. When they got below the hatches the engines were still going full speed, and the fumes were overpowering. The men were ordered to lie down, but the fumes were so bad that they could not do so. The officers appeared to have been with great courage, and it is understood to be to their bravery that the crew owe their lives.

For a time the world's rescuers were unable to proceed, for the times poured up the battery in a deadly volume, but the lives of the men below depended upon immediate action.

Next the petty officer in the coming tower descended with his superior officers, and another attempt was made to reach the engines. The petty officer was immediately stricken down unconscious.

Then Lieutenants Groves and Warren enveloped their faces with wet cloths and made the attempt a success.

Both dashed desperately into the suffocating fumes. Choked and half-fainting, Lieut. Groves staggered on, turned off the supply of petrol, thus stopping the engines, and fell insensible.

A thrilling scene was presented when the rescuing party arrived from the parent ship, Lieut. Groves lay unconscious across the engine. All about lay the apparently lifeless bodies of the others.

It was difficult to obtain precise information but it was said that seven out of the eleven crew were restored to consciousness, but that the rest, including one of the officers and Artiller Gregory, were still in a critical condition.

CHURCH SERVICES.

St. John's Cathedral, Hongkong, Tenth Sunday after Trinity. Holy Communion (7.30 a.m.) Matins (11 a.m.) Responses, Feris; Venite, Macfarlane in A; Psalm, 23rd morning; Deum laus, Cooke and Hopkins; Benedicite, Garrett in G; Hymns, 185, 219 and 330; Evening (7.45 p.m.) Responses, Feris; Psalm, 2nd evening; Magnificat, Cooke in G; 13th morning; Nunc Dimittis, Woodward in B flat; 14th evening; Hymns 207, 243 and 18.

Union Church, Kennedy Road, Minister: Rev. C. H. Hickling. Morning Worship: Hymns 438, 399 and 337. Chant 13 (Barry in B). Anthem "O Lord, the Lord" (Sullivan). 8 p.m. Worship. Hymns 133, 459, 439 and 351; Psalm 117 (St. Bernard).

At St. Andrew's Church, Kowloon, to-morrow, Holy Communion will be administered at 8 a.m. Morning Prayer and Sermon at 11 a.m. (attended, with permission, by the Church parade party).

At St. Andrew's Church, Kowloon, to-morrow, Morning Prayer and Sermon at 11 a.m. (attended, with permission, by the Church parade party). The officers will be in aid of the Church Maintenance Fund, which is in urgent need of a little aid.

St. Andrew's Church, Kowloon (Robinson Road, near British School).—Sundays—Holy Communion at 8 a.m. and 10 a.m. in month at noon. 2nd and 4th Sundays at 8 a.m. and 10 a.m. 3rd Sunday at 8 a.m. Morning Prayer and Sermon at 11 a.m. Evening Prayer and Sermon at 6 p.m. Wednesday.—Shortened Evening Prayer with singing at 7 p.m. Congregational singing at 7.15 p.m. at 8.45 p.m. All hymns and psalms by the congregation of Service. Appropriated sittings are reserved up to that time only. Churching before or after any of the services, and Baptisms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and Meditation.

St. Joseph's Church, Garden Road (Roman Catholic).—Mass, Benediction and Sermon in English, at 10 a.m.

HIGH CLASS OLD CLARETS: VINTAGE WINES.

BOTTLED AT THE CHATEAU FIVE YEARS AGO.

CHATEAU MARGAUX PER DOZEN QUART BOTTLES \$18.00

" PONTET CANET " PINT " 9.00

" LEONVILLE " QUART " 24.70

" MOUTON ROTHSCHILD " PINT " 13.35

" " " QUART " 13.00

" " " QUART " 42.00

SOLE AGENTS—

H. PRICE & CO., LTD.

WINE, SPIRIT & CIGAR MERCHANTS, 14, QUEEN'S ROAD CENTRAL.

Hongkong, 18th August, 1908.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong 21st Aug. 1908:—Our market still continues dull, and apart from a little more activity in one or two stocks in which a fair business has been transacted, there is but little change or feature of interest to report. Bar-silver is quoted in London at 23½d. and sterling T.T. at 1/9 3/16. The rate on Shanghai has advanced to 75 T.T.

BANKS.—Hongkong and Shanghai have ruled steady with fair sales at £770, closing with probable buyers at the rate. London has again advanced and is now quoted at £80. The enquiry for Nationals at £51 continues, but there are no sellers or business reported.

MARINE INSURANCE.—Union Marine have booked at \$755 and \$75. Closing with a few shares on the market at the latter rate. North China are in strong demand at 1/15, 7/8, and there are buyers also of Yangtze at \$155. Canton and China Traders have not been dealt in during the interval and remain as last quoted.

FIRE INSURANCE.—Hongkong have been booked at \$315 and close with further sellers at the rate. China can be placed at \$32½.

SHIPPING.—Hongkong, Canton and Macao have been booked at \$27½, and close with probable buyers at the rate. Indica have declined to \$35 and \$20 for the preferred and deferred combined. Star Ferries (old) are still procurable at \$25, but the new issue was sold, and continues in demand at \$15. Shell Transporters can still be placed at 43/8, and the preferred shares at £10.

REFINES.—There is no business to report, and quotations are unchanged.

MIXING.—Rauhs have been booked at \$7, \$7½ and \$7½ closing steady at the latter rate. Charbon negroes are unchanged with buyers at \$650.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks continue on offer at \$100. Sales of Kowloon Wharves have been effected at \$45, and there are buyers at the rate. Shanghai Docks have advanced to 1/15, 3/4, and Shanghai and Hongkong Wharves to 1/15, 1/16, the latter with sellers.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been booked at \$94, and West Point at \$16. Kowloon Lands are procurable at \$27 and Humphreys Estates at \$10. Hongkong hotels are steady at \$30 with probable buyers. Shanghai Lands are without change at 1/15, 1/16 in the north, and without local business.

COTTON MILLS.—There is no business to report, and quotations are unchanged.

MICROFILMS.—A fair business has been transacted in Green Island Cements at \$15, and in China Portland at \$9½, the latter again being sold, and are wanted at \$19. Electric are obtainable at \$12½, China Light and Power at \$3. Post Trans are quiet with probable sellers of the old at \$14 and the new issue at \$2. A small lot of Union Water Bonds is procurable at \$10½. Powells Ltd. have declined to \$4, but at this there are buyers. South China Morning Post are procurable to a small extent at \$25.

THE COST OF WAR.

THE NEXT GREAT CONFLICT.

General Blume, a high military expert, recently presented a remarkable report to the German General Staff on the probable cost of a modern European war which is now published in an official bulletin issued by the General Staff.

General Blume points out the great changes that have taken place since the Franco-Prussian war thirty-eight years ago, when the total German forces were 1,200,000 men. Germany will be able to put four and three-quarter millions of troops in the field in the next war. Other Powers have armies of corresponding dimensions.

A war fought against another European Power would cost Germany in hard cash at least £300,000,000 per annum as long as it lasted. The indirect loss through financial depression, financial stagnation, and the paralysis of industry would be far greater. The Power opposed to Germany would be subjected to the same financial drain. If three or four more European Powers were involved in the war, which is probable in view of existing alliances, the evident drain on the resources of Europe would be appalling.

Incidentally, General Blume expressed the opinion that the loss of life will be heavier than in the recent Russo-Japanese war, when two per cent. of the Japanese armies in the field were killed and wounded. reckoning in the same proportion, a great European Power would lose approximately 80,000 killed and wounded during the same length of time, and General Blume believes that the proportion would be much higher. He declares, in fact, that it would be "a veritable orgy of blood."

GOLF ON THE ROOE.

Aerial observers, says a London paper, may see on the leads of a large house looking over Regent's Park a sort of huge cricket-net or rug of ocean matting. In another large house in the neighbourhood the net, who is a member of the House of Lords, has turned out his billiard-table, stretched matting over the floor, and perforated five round holes.

Both these strange spectacles are indication of the still increasing prevalence of the golf habit. The net on the leads is for practice at driving; the billiard-room is converted into a putting green.

A new and striking example of the habit was exhibited in the Royal Botanic Gardens where the School of Golf, inaugurated a year ago, opened its term. One of the first pupils was a famous Harley-street physician, a Scotsman, who put himself down for a lesson at 7.15 each morning.

The chief apparatus of the school consists of nets and putting greens. The beginners, under the personal instruction of professionals, are almost completely enraptured by netting, but

VICAR COMMENDS CUTICURA

Which Brought Him Relief from Affection of Face and Forehead. Tried Several Other Remedies and Consulted Two Physicians.

IN MIDST OF BUSY LIFE SENDS LETTER OF PRAISE

DUNKIRK VICARAGE, FATHERHAM.

July 10, 1907.

"Dear Sir:—I am very busily engaged in preparation for the reopening of our parish church, which has delayed my reply to your recent letter. I may tell you that I have been vicar of this parish since January 1854, and am now in my eighty-fifth year. My almost affected face and forehead, I commenced five or six years ago and I had recourse to several remedies and consulted two physicians. After a while I happened to read an advertisement about Cuticura and determined to give it a trial. So I began with the Cuticura Soap, then purchased Cuticura Ointment, then added the Resolvent, for which I have substituted the Pills. Now I consider myself virtually cured and neither trouble myself with my skin, nor myself, nor any one else about skin affections. I have much pleasure in recommending Cuticura Remedies. I use no other soap but Cuticura for my face and hands."

Yours very truly, W. J. Springett.

ECZEMAS

And Other Itching, Torturing Humours Cured by Cuticura.

Warm baths with Cuticura Soap and gentle anointments with Cuticura Ointment afford instant relief in the most distressing forms of itching, burning, scaly, crusted humours, eczema, rashes, inflamed eruptions, eruptions, and changes of infancy and childhood, permit rest and sleep, and speedily and permanently cure, in the majority of cases, when all other remedies fail.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

Cuticura Remedies are sold throughout the world.

A single set also sent free to London, 21, Cannon Street, E.C. 4, or to New York, 21, Broadway, N.Y.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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A T THE PEAK, Furnished or Unfurnished. One large and One Small ROOM with Bath Room, Store Room and Servants' Room. Separate entrance.

Apply—
Care of "Daily Press Office,"
Hongkong, 22nd August, 1908. 1300

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN." Captain Rosch, will be despatched for the above Ports on THURSDAY the 27th inst. at 2 p.m.

A reduction of 20 per cent. on First Class Fares to Fuchow, will be made during the months of August and September.

For Freight or Passage apply to
DOUGLAS STEAMSHIP CO.,
General Managers.
Hongkong, 22nd August, 1908. 1301

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"INABA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 26th inst. will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be placed in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA.
Hongkong, 22nd August, 1908. 1302

JAVA-CHINA-JAPAN L.I.N.

FROM JAVA PORTS AND MACASSAR.

THE J.C.-J. Lijn Steamship

Captain Bouman, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned, and take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge and/or Cargo left on board after the 27th inst. will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

No Fire Insurance has been effected.

The steamer will be despatched for Shanghai and Moji on the 28th inst. at Daylight.

Head Agency of the
JAVA-CHINA-JAPAN L.I.N.,
York Building, 1st Floor.
Hongkong, 22nd August, 1908. 1303

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT is now ready and contains—

Epitome of the Week's News.
Leading Articles.
Turkish Interests in China.
An Abolition Bill.
The Chinese Postal Administration.
Chinese v. Foreign Post Offices.
Macao Harbour.
Holland and Venezuela.
Random Reflections.
The Cultivation of Native Opium.
Supreme Court.
Allied Force Declaration.
Hongkong Sanitary Board.
Kowloon (Amoy) Municipal Council.
Finance and Trade.
Suggested Learning Industry in Hongkong.
Canton.
Macao.
Hongkong.
Arrival of the Governor of Macao.
Commercial.
Shipping.

Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies.
Subscription: \$12 per annum, payable in advance; postage 32.
Hongkong, 22nd August, 1908.

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of UPHOLSTERY WORK for One Year from the 1st September, 1908, to H.M. NAVAL YARD, Hongkong.

Forms of Tender can be obtained on Application to the Naval Store Officer, H.M. NAVAL YARD, not later than Noon the 26th August, 1908.

A deposit of One Hundred Dollars (\$100) will be required when applying for Tender Forms. This will be returned if the Tender be declined. The lowest or any Tender, not necessarily accepted, and the right is reserved of accepting any portion of a Tender.

Hongkong, 21st August, 1908. 1207

INTIMATIONS

BOARD & SON.

THE Undersigned have been appointed SOLE AGENTS in Hongkong, China, Philippines and British North Borneo for the above Firm's well-known and popular GIN (CAT BRAND).

CALDECK MACGREGOR & CO.,
Wine & Spirit Merchants,
15, Queen's Road Central,
Hongkong, 17th August, 1908. 1302

WANTED.

ENGINEER-DRAUGHTSMAN (British) one with some knowledge of Electric preferred.

Apply—
Care of "Daily Press" Office,
Hongkong, 18th August, 1908. 1189

WANTED.

A YOUNG BOOKKEEPER, with thorough knowledge of General Office Routine.

Apply to—
DEACON, LOOKER & DEACON,
Hongkong, 18th August, 1908. 1189

THE STATE FIRE INSURANCE CO., LIMITED.

AS we find the Advertisement over the Signature of Messrs. CAU, BARO & Co. appearing in the "DAILY PRESS" from the 21st inst., stating they had been appointed Agents for the above Company, is somewhat misleading, to our present Policy Holders and the Public, we beg to state that WE ARE THE ONLY AUTHORIZED AGENTS for THE STATE FIRE INSURANCE COMPANY, LIMITED in this Colony.

All applications for New Policies, Renewals or Endorsements should therefore be made as usual to the undersigned.

W. G. HUMPHREYS & CO.,
Agents for the
STATE FIRE INSURANCE COMPANY, LIMITED,
Hongkong, 17th August, 1908. 1180

REMOVAL NOTICE.

WE beg to inform our numerous Customers and the General Public that we have REMOVED our business premises to

No. 14, QUEEN'S ROAD CENTRAL,
Corner of Ze'land Street, where we hope the same patronage will be extended to us as in the past.

HOOSAIN-ALI & Co.
Hongkong, 27th July, 1908. 651

NOTICE OF REMOVAL.

THE Undersigned beg to notify their Customers and the General Public that they have REMOVED to No. 97, DES VŒUX ROAD CENTRAL, opposite the P. & O. Co.'s Office.

A new variety of ARTISTIC PICTORIAL POST CARDS, ASIATIC and FOREIGN, POSTAGE STAMPS and all Philatelic Goods are now exhibited at their Show-Room, and a Great assortment of MANILA CIGARETTES and CIGARETTES, as well as NOVELS, ALBUMS, &c., &c., are for Sale at moderate prices.

GRACA & CO.,
27, Des Vœux Road,
Hongkong, 7th August, 1908. 1021

AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions from W. R. M'D. Para, Esq., to Sell by Public Auction, On TUESDAY, the 25th August, 1908, at 2 p.m., within his residence, "Durinder," Magazine Road, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED—

SILK TAPESTRY COVERED DRAWING ROOM SUITE, a Quantity of CANTON CARVED BLACKWOOD CABINET, TABLES, SOFAS, CHAIRS, CURTAINS, STANDS, KOREAN LACQUERED CABINETS, DINNER WAGGON, GLASS, CROCKERY and R. P. WARE, OLD CHINA, ENGRAVINGS, &c., &c.

Also
One COTTAGE PIANO by M. F. Rechsals & Co., Hamburg, (in good order and condition), and
One CLAY PIGEON TRAP and about a couple of dozen LAYING HENS.

Catalogues may be had on Application. Terms—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 17th August, 1908. 1188

FOR SALE.

CHINA EXPRESS CO.,
3, DUNDRELL STREET.

FOR SALE A Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.

GOBBE ANSCHUTZ FOCAL PLANE CAMERA, PHOTO MATERIAL, DRYERS and CHEMICALS.
Hongkong, 5th August, 1908. 1050

FOR SALE.

LOT No. 52, British Concession, Property of the CANTON CONDIMENT HOUSE CO. is hereby advertised for Sale until the 10th of September next. Tenders to be sent to the SECRETARY.

Canton, 10th August, 1908. 1170

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.
PERCY SMITH & SETH,
Accountants & Auditors, &c.,
No. 5, Queen's Road Central,
Hongkong, 16th May, 1908. 853

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, THIS DAY, the 22nd day of August, 1908, at Noon, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts to 30th June, 1908.

By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 22nd August, 1908. 1148

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Register of Shares of the Corporation will be CLOSED from MONDAY, the 19th instant to SATURDAY, the 22nd instant, (both days inclusive), during which period no Transfer for Shares can be registered. By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st August, 1908. 1149

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 24th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1908.

THE TRANSFER BOOKS of the Company will be CLOSED from the 19th inst. to the 24th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 29th July, 1908. 1182

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association, the General Managers have THIS DAY declared an INTERIM DIVIDEND for the half year ended 30th June, 1908, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on Application at the Office of the Company on and after MONDAY, 24th instant. The TRANSFER BOOKS of the Company will be CLOSED from the 19th instant to 24th instant, both days inclusive.

JARDINE, MATHURON & CO., LTD.,
General Managers.
Hongkong, 17th August, 1908. 1187

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Provisional Certificate No. 43/1002 dated Hongkong 28th November, 1907, for Six Shares of this Bank numbered 83,801 to 83,806 inclusive registered in the name of Miss BLA DENNON FISH, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Provisional Certificate No. 43/1002 will be thereafter treated by this Corporation as Null and Void.

By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 30th July, 1908. 1135

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. N/8, 1,900 dated Shanghai 16th July, 1908, for Two Shares of this Bank numbered 64,591 to 64,592 inclusive, registered at the Bank Branch in the name of Cecil Hansbury, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th August, 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/8, 1,900 will be thereafter treated by this Corporation as Null and Void.

By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 30th July, 1908. 1136

HONGKONG AND SHANGHAI BANKING CORPORATION.

TO LET.

TO LET.

ONE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Pier.

Apply to—
SCHULDT & CO.,
Hongkong, 28th July, 1908. 1013

TO LET.

DERRINGTON, Park Road, below L.R.C. Tennis Courts. From 1st September s.s. The Property is also FOR SALE.

For Particulars apply to—
C. SCHROETER,
Care of GABRIEL, BOENNER & Co.,
King's Buildings, 3rd Floor,
Hongkong, 5th August, 1908. 1164

TO LET.

NO. 31, SEYMOUR ROAD.
Nos. 71 and 73, CAINE ROAD.

Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central,
Hongkong, 18th August, 1908. 130

TO LET.

A HOUSE in KNITSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,
Hongkong, 1st August, 1908. 185

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—
SECRETARY,
A. S. Watson & Co., Limited,
Hongkong, 23rd April, 1907. 191

TO LET

TO LET.

FIRST FLOOR of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses, suitable for business Premises or Dwellings, lately occupied by FRED. BORNHANN.

Apply to—
DAVID SASSOON & Co. Ltd.,
Hongkong, 7th April, 1908. 96

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. SHAW, TOMES & Co.)

Apply to—
THE COMPTROLLER DEPARTMENT,
E. D. SASSOON & Co.,
Queen's Road Central,
Hongkong, 16th June, 1908. 947

TO LET.

FROM 1st MAY

KOWLOON MARINE LOT 48, Yanmat, Area 85,200 square feet and with 355 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Hongkong, 18th January, 1908. 221

TO LET.

GODOWN, No. 5A, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,
Hongkong, 1st August, 1908. 823

TO LET.

OFFICES in HOTEL MANSIONS. Cheap rental for monthly tenancy.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 18th August, 1908. 785

TO LET.

"GLENWOOD" GATE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

2, BEACONFIELD ARCADE, facing the Parade Ground.

C. M. S. PEAK BUNGALOW, Mount Kailash, furnished. From 1st October, 1908 to 30th June, 1909. Rent \$100 a month and taxes.

OFFICES in Bank Buildings, Top Floor, BEACONFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor (over Calbeck MacGregor). OFFICES in Queen's Road Central.

BEILLIOS TERRACE HOUSES, BURNBURN ROAD.

No. 3, DUNDRELL STREET Shop.

No. 3, DES VŒUX VILLAS (PARK).
Apply to—
LINTREATH & DAVIS,
3rd Floor, Alexandra Building,
Hongkong, 10th August, 1908. 89

TO LET.

NOS. 15, 17, 19 and 21, SEYMOUR ROAD.

Apply to—
COMPTROLLER DEPARTMENT,
Nippon Yusen Kaisha,
Hongkong, 31st July, 1908. 168

TO LET.

A HOUSE in WONG NEI CHONG ROAD.

A HOUSE in RIFON TERRACE, No. 10, DES VŒUX ROAD CENTRAL, 1st floor.

"HATHERLEIGH" Connaught Road. OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUM BUILDINGS and No. 16B, Des Vœux Road next to the HONGKONG HOME.

FLATS in MORRISON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,
Hongkong, 3rd August, 1908. 86

TO LET.

THE ROOMS on the 1st floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—
YEE SANG FAT & CO.,
Same address.
Hongkong, 28th January, 1907. 270

TO LET.

GOAL YARD. From 1st September, 1908. A PORTION of the COMPOUND of Marine Lot, No. 42, Wanchoi, Praya East, facing the Sea, used for Storing Coal, now in possession of Messrs. CHAI CHEONG & Co., Coal Merchants.

Apply to—
N. MODY & CO.,
54, 56, Queen's Road, Central,
Hongkong, 23rd July, 1908. 1106

TO LET.

4 and 5-ROOMED HOUSES in Kowloon at Moderate Rentals.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Hongkong, 15th August, 1908. 1018

TO LET.

AT SHAMSHEN, CANTON.

HOUSE No. 103, (Kwan How Buildings) at present in the occupation of the I.M. Customs.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,
Hongkong, 1st August, 1908. 1110

NOTICES TO CONSIGNEES

S.S. "AUSTRALIAN," COMPAGNIES DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from London or s.s. "Donor," or "Mido," from Havre or s.s. "Adour," from Bordeaux or s.s. "P. Leroy Lallier," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 24th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 24th inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 24th inst., at 3 p.m.

No Fire Insurance has been effected.

P. NALIN,
Acting Agent.
Hongkong, 17th August, 1908. 2

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th Sept., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 17th August, 1908. 1195

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWERS," FROM LEITH, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

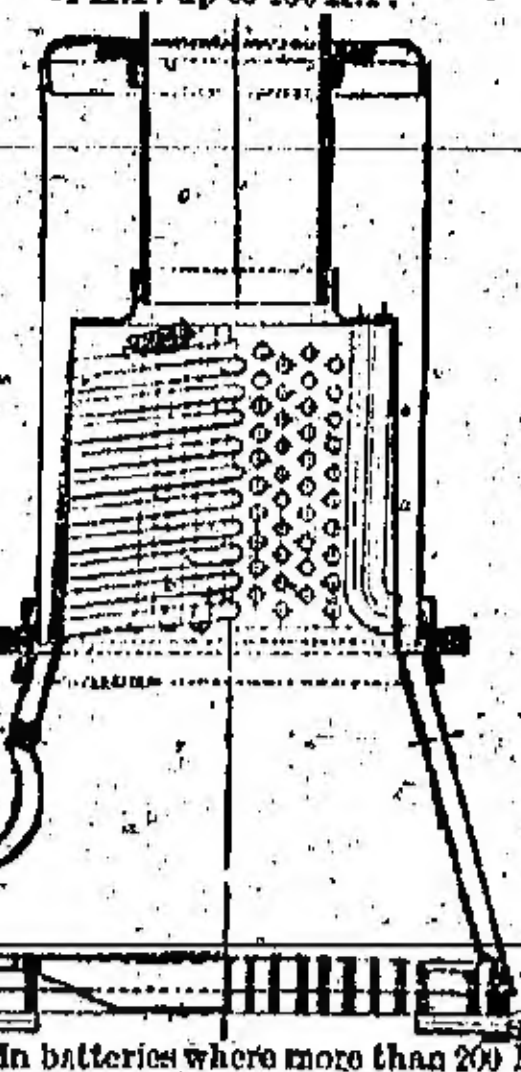
Hongkong, 18th August, 1908. 1197

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBOROUGH, LONDON, COLOMBO AND STRAITS.

MERRYWEATHER'S
LIGHT WATER-TUBE BOILERS
Specially adapted for every purpose requiring
extreme lightness and portability.
H.P. up to 500 H.P.




Supplied in batteries where more than 50 H.P. required.
Arranged for burning Wood, Coal or Oil Fuel.
Write for Illustrated Pamphlet 1227.
MERRYWEATHER & SONS,
45, LONG ACRE, LONDON, W.C.

Cunliffe, Russell & Co.
The Pioneer Experts in Premium Bonds.
10 & 12, Place de la Bourse,
PARIS.
SECURITIES issued by
European Govts. and
Municipalities offering
prospective income returns.
To be purchased for cash or on the
"Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO. being the oldest-established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numerous checks after every drawing. Results of Drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased at sight. Loans granted on Premium Bonds. Service continuing until last Bond drawn. All transactions confidential.

THORNE'S
OLD VAT
PER CASE \$15



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GRESHAM AND HAS BEEN SUCCESSFUL SINCE 1831.

SCOTCH WHISKY.
SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co. Ltd.
As Supplied to the House of Commons.

CLARKE'S
B. 41.
PILLS.

A warranted cure for all acquired or constitutional Discharges from the Urinary Organs in either sex. These famous Pills also cure Gravel, Pains in the Back and all Urinary Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.


SAVARESS'S
SANDAL
CAPSULES
Efficacious because absolutely pure
English Oil. No trace of gelatine.
Full directions. All Chemists.
Insist on SAVARESS'S

MARTIN'S
APOL & STEEL
PILLS
A French Remedy for all Urinary Disorders. Thousands of London Testimonials. This is the best, as it cures the signs of irregularity of the system a timely dose may be administered. Free from mercury. Free from gelatine. All Chemists, GUTHRIE & CO., 10, QUEEN'S ROAD, HONG KONG.

SANTAL MIDY
These tiny Capsules—superior to Copal, Cubeb, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.
Each Capsule bears the name MIDY

GRIMAULT'S
SYRUP
OF HYPO-PROPHITE OF LIME.
Prescribed in France for the last 30 years. It retains its reputation for Consumption, Obstructive Coughs, COLDS, DYSPEPSIA OF THE STOMACH, LUNGS, and BRONCHIAL TUBES.

"BEFORE I WAS FIFTEEN."
MANY WOMEN SIGH FOR THE HAPPY DAYS OF CHILDHOOD, WHEN HEADACHES, BACK-ACHES, AND ANAEMIA WERE UNKNOWN.
DR. WILLIAMS' PINK PILLS
HELP WOMEN AS NO OTHER MEDICINE CAN. THEY BRING ROSES TO THE CHEEKS AND BRIGHTNESS TO THE EYES, RESTORE APPETITE, SLEEP, AND STRENGTH.
HERE IS PROOF FROM OCEAN.



"Until I was fifteen, I was a strong and healthy girl, but after that I fell victim to weakness and ill-health." The speaker, Miss Mary Peters, daughter of Mr. P. Baron Peters, of the Union-Banquet, Volendam, Colombia, was relating the facts of her own case when she recently uttered these words, yet it might well be imagined that she was speaking for the many thousands of her sex as well, who like her, date the beginning of their troubles to that time when childhood ceased and womanhood began.

"After my fifteenth year," continued Miss Peters, "I began to suffer with severe headaches, pains in the back and side, and I became exceedingly thin and pale, my lips were white and bloodless, there were black rings round my eyes, I always felt weary and depressed, and very little would make me cry. Coldness of the hands and feet were among my symptoms, my appetite was so poor that I did not care to take food at all. Often at night I could not sleep for a long while, and then when I did drop off I had

DEADFUL DREAMS I HAD
troubled me.

The medicines the doctors gave did me no good, and for seven years I went on suffering in the way I have described. It was through reading in a little book delivered at our door one day how Dr. Williams' Pink Pills for Pale People had cured many ladies of similar complaints to mine that I was tempted to try these Pills for myself. By the time I had taken ten bottles of Dr. Williams' Pink Pills I felt much better. My appetite had improved, the headaches had ceased, I could sleep well, there were no more pains in my back and side. I also had a healthier colour in my face, and felt all over so much more cheerful. After continuing to take the Pills for some little time longer I found myself perfectly well, and ever since then I have remained in good health.

"HAVE NOT FAINTED ONCE."
Mr. P. Baron Peters, Miss Peters's father, said: "I am delighted with the great good Dr. Williams' Pink Pills have done my daughter Mary. She suffered with Anaemia and was formerly, but since taking these Pills she has not had a faint for six months. They have completely cured her, and besides, have greatly built up her strength and improved her appearance."

By steadily supplying Good-Kid's Blood, building up the system against the ravages of wasting diseases and restoring lost strength—that is how Dr. Williams' Pink Pills for Pale People achieve so many wonderful cures. They actually make New, Rich Blood, and cure all the disorders caused originally by bad blood, such as Anaemia, Debility, Indigestion, Liver Complaint, Headache, Rheumatism, Stomach Paralysis, Beri-Beri, Eczema, Boils, Pimples and Skin Eruptions generally, and the after-effects of Fevers, Dysentery and Cholera. Men broken down by overwork, excesses, or residence in unhealthy climates are speedily restored by their use. Obtainable at most shops where medicines are sold, they can also be had, post free, six bottles for \$5, or 1 bottle for \$1.50 from the Dr. Williams' Medicine Co., Cavanagh Bridge, Singapore.

FOREIGN CAPITAL IN CHINA.

[FROM "THE TIMES" FINANCIAL AND COMMERCIAL SUPPLEMENT.]

In view of the increasing responsibilities imposed upon the central and provincial Governments for the carrying out of projects of reorganization and reform, it has come to be clearly recognized by the mere active spirits of the Grand Council, and especially by the ex-Viceroy Yuan Shih-kai and Chang Chih-tung, that the nation's financial position requires immediate and careful attention. The maintenance of the army, the provision of a navy, public works and administration, national education, and the abolition of the opium revenues—these and many other questions, evidently depend for their satisfactory solution upon a Budget showing greatly increased receipts from definite and permanent sources. The fact was emphasized by Yuan Shih-kai in a recent State paper, but beyond this no indication has been given of any concrete policy of financial or fiscal reorganization.

SUGGESTED SOURCES OF REVENUE.

The aged Chang Chih-tung, whose influence with the Emperor Dowager (and, therefore, with the Grand Council) is very great, recently expressed the opinion that the situation called urgently for remedial measures and that the Government should forthwith proceed to develop the three sources of national wealth most easily accessible, viz., railways, mines, and paper money. The last suggestion is very characteristic of Chinese official methods in general, and peculiarly of those of Chang Chih-tung, who by such rudimentary finance, has earned for himself the reputation of the most unbusinesslike Viceroy in the Empire. The obvious mixing of heterogeneous elements in the provinces having produced conditions of which the danger is apparent even to the Board of Revenue, this source of income has been greatly reduced, to the no small inconvenience of provincial scholars, always Oppressionist in finance, the issuing of banknotes (without any vexatious restrictions as to bullion reserve) appears as a lucrative operation the more attractive for its very simplicity. It is true that to many officials better acquainted with the elementary principles of currency and political economy the idea of regarding the issue of paper money as a source of revenue is not attractive; it is true also that they perceive the chances to be foredoomed because of that quality of prudence which already leads Chinese bankers and merchants to discriminate between native official bank-notes and those of foreign banks. As a solution of the problem of lack of peace which afflicts China's public men, the making of paper money may therefore be eliminated, but the idea appeals so strongly to certain provincial treasurers that we are likely to hear more of its application and results.

MANAGEMENT OF RAILWAYS.

Regarding the development of railway and construction, the subject is too complicated and too wide to be dealt with in the present article. It would, therefore, merely observe that, while the tendency of the central Government's policy is clearly in favour of borrowing the necessary capital abroad, it is equally determined to obtain that capital, if this can be done by stimulating competition among financiers, without any of

the conditions hitherto imposed for the protection of the bondholders. While such a result may be gratifying to Chinese financiers, and satisfactory to the metropolitan and provincial bureaux that would have the administration of the funds, every day's experience goes to prove that capital obtained under these conditions is calculated eventually rather to weaken the central Government's credit than to improve its finances. The country is already strewn with badly-administered and impoverished Chinese railway companies each of which is an object of ridicule to all the rest, there being so far only one instance of efficient and business-like management without foreign assistance and supervision. In the last two foreign loans concluded for the construction of Chinese Government railways (the Tientsin-Pukou and Chekiang lines) the passive resistance of the Chinese, combined with the instinctive sympathy of public opinion in England towards the national movement, led to the elimination in these agreements of the safeguards hitherto held to be indispensable for the protection of foreign capital in China; but it is already evident that the concession thus made to the patriotic clamour of the student-gentry classes was a mistake for which the Chinese Government will eventually have to pay, and one which foreign financiers in their own interests, as well as for the maintenance of China's credit, will do well in future to avoid. Railways have been proved to be a source of wealth and strength to the country, and this supervision has been shown to be quite compatible with unimpeded authority in the hands of the Chinese directors; but railways under purely Chinese management have so far (with the one exception of the Kailan line) resulted in wasteful chaos.

POLICY REGARDING MINES.

We come then to the third source of national wealth upon which Chang Chih-tung would call to meet the growing burdens of the Empire, viz., the development of the country's mineral resources. It is significant of the condition and inner workings of the Grand Council that it was upon the advice of Chang Chih-tung that the Throne issued its revised Code of Mining Regulations last year, a code which practically prohibited the employment of modern methods and foreign capital throughout the Empire, and which was accordingly denounced by the Legations as a breach of treaty engagements. It was also generally ridiculed in the Press, native and foreign. It may be regarded now as a hopeful sign that the ex-Viceroy, still looking to mining as a source of revenue, and from his most recent utterances on the subject it may also reasonably be inferred that the contemplative mining only by Chinese methods and with Chinese capital, and if this be so, no great addition to the country's wealth is to be expected in the immediate future.

That the policy of the central and provincial Governments is strongly opposed to permitting any foreign interest in Chinese mines is clear from several recent cases, that of the repurchase of the Peking syndicate's rights in the Province of Shansi being the most noteworthy. In that case, the attitude of the local students and gentry was uncompromisingly hostile to any form of foreign enterprise, and their action in repurchasing the concession has been widely applauded as a splendid example of patriotism. In other cases, such as that of the Anglo-Chinese (Changchun) coal-mining concession in Szechuan, and that of the Anglo-Japanese iron-mining enterprise in Anhui, the action taken has been equally patriotic but less equitable, the concessions being simply presented by official obstruction from exercising their rights.

THE CASE OF THE YUN-NAN SYNDICATE.

The most recent example of this short-sighted Chauvinism has concerned in Yunnan. Its details are so typical of the present régime and so aptly illustrate the attitude and methods of the provincial mandarins, that a statement of the case should prove of general interest.

In June, 1922, an Anglo-French company obtained from the Chinese Government the right to "search for and exploit" mineral deposits of various specified kinds (especially copper) in seven districts of Yunnan province. In the preamble to the formal agreement, negotiated between the Viceroy and the company, and subsequently ratified at Peking, it was stated that the concession is granted to the company "because of the working of mines in Yunnan had hitherto been of a primitive and aboriginal nature," and it was, therefore, agreed that the company should work the mineral deposits of the specified districts upon a better system, with the aid of engineers, skilled staff, proper machinery and sufficient capital. The agreement is a thoroughly business-like document, recording a mutually beneficial arrangement, in which all the risks are borne by the foreign company and a very considerable share in profits guaranteed to the central provincial Government. It is certain that few countries, if any, could obtain the use of foreign capital on terms so advantageous; at the same time, China's sovereign rights and the susceptibilities of her people are safeguarded and recognized at every point, so that, in the words of the agreement itself, "the Imperial Government and provincial authorities have a considerable interest, pecuniary and fiscal, in protecting and promoting by every means in their power the mining operations of the syndicate." The agreement, in fact, contains no mistake of evidence that those who made it were prepared to rely chiefly for its enforcement on the numerous advantages which it offers, without corresponding risk, to the Chinese authorities; nevertheless, as the present situation proves, the spirit which animates Chang Chih-tung's mining regulations is widespread among the mandarinate, and the rights conferred upon the Yunnan Syndicate are likely to remain of no practical value so long as that spirit prevails.

By Article 1 of the Yunnan Company's agreement, it is laid down that the Anglo-French Syndicate thereby acquired rights extending over a period of 60 years, and especially the right to lease and exploit old workings or new fields discovered by the syndicate; and at the same time it was stated that the Chinese Government or subjects would continue to enjoy the right of working any existing mines owned or deposits discovered hereafter, by themselves. It was agreed that the company was not to become the owner of any mining land or real estate, its operations being limited to prospecting and thereafter, leasing properties through, and with the assistance of, the local officials. There were to be no divisions between the company and landowners for the sale of land, but the officials were to render all possible assistance and supply escorts to the company's engineers on prospecting work. Assuming that the Chinese Government originally intended the agreement to be effective, this procedure was calculated to facilitate matters for all concerned.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Elsie's Creme Chamois, Last Chamois and Special Skin Tonic and Powder. Chamois will enable you to do it. Her Specialities for the Skin are the study of a Helene A. S. Watson Co. Ltd., 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 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2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 2569, 2571, 2573, 2575, 2577, 2579, 2581, 2583, 2585, 2587, 2589, 2591, 2593, 2595, 2597, 2599, 2601, 2603, 2605, 2607, 2609, 2611, 2613, 2615, 2617, 2619, 2621, 2623, 2625, 2627, 2629, 2631, 2633, 2635, 2637, 2639, 2641, 2643, 2645, 2647, 2649, 2651, 2653, 2655, 2657, 2659, 2661, 2663, 2665, 2667, 2669, 2671, 2673, 2675, 2677, 2679, 2681, 2683, 2685, 2687, 2689, 2691, 2693, 2695, 2697, 2699, 2701, 2703, 2705, 2707, 2709, 2711, 2713, 2715, 2717, 2719, 2721, 2723, 2725, 2727, 2729, 2731, 2733, 2735, 2737, 2739, 2741, 2743, 2745, 2747, 2749, 2751, 2753, 2755, 2757, 2759, 2761, 2763

SHIPPING.

ARRIVALS.
DELTA, British str., 4,789, E. W. Snow, 21st August, Yokohama and Shanghai 19th August, General—P. & O. S. N. Co.
KNIVVER, German str., 648, Henk, 21st August, Macao 20th August, Johnson & Co.
KWONGKANG, British str., 21st August, Canton.
MANILA, German str., 1,108, J. Minssen, 21st August, Sydney 30th July, General—Melchers & Co.
TRAN, British str., 1,346, Outerbridge, 21st August, Manila 18th August, General—Butterfield & Swire.
TRINAM, British str., 1,400, C. Plunkett-Cole, 21st August, Australia and Sydney 27th July, General—Butterfield & Swire.

CLEARANCES.
At THE HARBOR MASTER'S OFFICE.
21st August.
Toscania, German str., for Haiphong.
Yuba Maru, Japanese str., for Kobe.
Zafra, British str., for Niigata.
Zafra, British str., for Manila.

DEPARTURES.
21st August.
ALBENGA, German str., for Singapore.
BRANEM, British str., for Maj.
DERWENT, British str., for Sydney & Australia.
HAIKUN, British str., for Coast Ports.
KURANANG, German str., for Bangkok.
TAISHUN, Chinese str., for Shanghai.
TELEMACUS, British str., for Saigon.
YUNSIANG, British str., for Manila.

VESSELS IN DOCK.
21st August.
Kowloon Dock—Hutchinson, Spill.
Kowloon Dock—Savonog, Lianang.
H.M.S. Whiting, Jutland, H.M.S. Robin.
Dario, U.S.S. Albatross, Lamington, Kumorio, Paul Bean, Kutsang.
CONVOY DOCKS—Pocahontas, Aphrodite.

VESSELS ON THE BERTH.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DELTA."
Captain B. W. H. Snow, R.N., carrying 1,400 passengers, will be despatched on this for Hongkong & on SATURDAY the 22nd August at Noon, taking passengers and cargo for the above ports in connection with the Company's "Macedonia," 10,500 tons, from Colombo passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all cargo for France via Teo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, and cargo for London, &c., will be conveyed from Bombay by the "M.S. 'Caledonia,'" due in London on the 4th October, 1908.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
F. J. ABBOTT,
Acting Superintendent,
Hongkong, 11th August, 1908.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FUME AND TIENTSIN (DIRECT),
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEEN,
SUET, and PORT SAID.
Taking Cargo at through rates to the BRITISH to PERIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship
"SILESIA."
Capt. Radonich, will be despatched as above on or about TUESDAY, the 25th August, at Noon.
This steamer has capital accommodation for passengers, electric light and carries a doctor.
For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents,
Princes' Buildings,
Hongkong, 21st August, 1908.

For SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship
"JAPAN."
Captain J. G. Olfert, will be despatched for the above Ports on FRIDAY, the 29th inst., at Noon.
This steamer has superior accommodation for passengers, and is fitted throughout with Electric Light, and carries a duly certified Doctor.
For Freight or Passage, apply to
DAVID SASSON & Co., Ltd.,
Agents,
Hongkong, 20th August, 1908.

"SHIRE" LINE OF STEAMERS
LIMITED.

For LONDON, HAMBURG AND ANTWERP.

THE Steamship
"FLINTSHIRE."
Capt. G. C. Cundy, R.N., will be despatched for the above Ports on SATURDAY, the 29th August, 1908.
Surgeon and Stewardess carried.
For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 19th August, 1908.

"GLEN" LINE OF STEAMERS.

For LONDON, HAVRE AND ANTWERP.

THE Steamship
"GLENROY."
Captain T. Darke, will be despatched as above on SUNDAY, the 20th August.
For Freight apply to
McGREGOR BROS. & GOW,
Hongkong, 13th August, 1908.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	To-day, at Noon.
LONDON, HAMBURG & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy, R.N.	SHEWAN, TOMES & Co.	On 29th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	—	D. C. Grogan, R.N.	P. & O. S. N. Co.	About 28th inst.
LONDON, HAVRE & ANTWERP	GLENROY	Brit. str.	—	T. Darke	McGREGOR BROS. & GOW	On 30th inst.
DUNKIRK, ANTWERP & HAMBURG &c.	SPERZA	Ger. str.	k.w.	Kotze	HAMBURG-AMERICA LINE	About Middle of Sept.
HAVRE, DUNKIRK & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k.w.	Jager	HAMBURG-AMERICA LINE	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	AMERICA	Ger. str.	k.w.	Deinat	HAMBURG-AMERICA LINE	On 2nd September.
HAVRE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERICA LINE	On 4th October.
MARSEILLES, &c. VIA PORTS OF CALL.	YARRA	Fr. str.	—	v. Hoff	HAMBURG-AMERICA LINE	On 18th October.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SANUKI MARU	Jap. str.	—	Seller	MESSAGERIES MARITIMES	On 1st Sept., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 2nd Sept., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CATHAY	Dan. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 16th Sept., D'light
MARSEILLES, ANTWERP & HAMBURG, &c.	ELATONIA	Ger. str.	k.w.	Peter	MELCHERS & Co.	Middle of September.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	P. R. LUTFOLD	Ger. str.	—	O. Pahnke	HAMBURG-AMERICA LINE	On 11th September.
NEW YORK VIA SINGAPORE, &c.	SILVIA	Aus. str.	—	Radonich	SANDER, WIELER & Co.	On 25th inst., at Noon.
NEW YORK VIA SINGAPORE, &c.	INDRAMATO	Am. str.	—	Cowley	CANADIAN PACIFIC R. Co.	On 5th Sept., at 4 P.M.
TRINIDAD, &c. VIA SINGAPORE, &c.	EMERSON OF JAPAN	Brit. str.	1 m.	G. W. Edgar	CANADIAN PACIFIC R. Co.	On 11th Sept., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	KUMERIC	Brit. str.	2 m.	G. W. Edgar	DODWELL & Co., Ltd.	On 24th inst., at Noon.
VICTORIA, B.C., & SEATTLE, WASH., &c.	ITO MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 1st Sept., at 4 P.M.
VICTORIA, B.C., & SEATTLE, WASH., &c.	KAGA MARU	Jap. str.	1 m.	G. W. Edgar	NIPPON YUSEN KAISHA	On 14th Sept., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	K. Homma	BUTTERFIELD & SWIRE	On 2nd Sept., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 10th Sept., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	MANILA	Ger. str.	—	A. Meeker	MELCHERS & Co.	On 2nd Oct., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	Pander	JAVA-CHINA JAPAN LINE	On 26th inst., at Noon.
VLADIVOSTOK	TIKASAKI MARU	Jap. str.	—	F. Mooney	P. NALIN	Quick despatch.
CHINGWANGTAO, JAPAN, AMERICA, &c.	QUESSANT	Brit. str.	—	G. Hooker	JARDINE, MATHESON & Co., Ltd.	On 27th inst.
TIENTSIN VIA SWATOW, WEIHAIWEI & CHEFOO	CHIPPINGH	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW, CHEFOO & TIENTSIN	KUICHOW	Brit. str.	—	G. Hooker	HAMBURG-AMERICA LINE	On 26th inst.
TSINGTAU, NAGASAKI & VLADIVOSTOK	KOWLOON	Ger. str.	1 m.	G. Hooker	MESSAGERIES MARITIMES	On 31st inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	EMERSON SIMONS	Fr. str.	—	G. Hooker	MELCHERS & Co.	About 26th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. E. FRICKERICH	Ger. str.	—	G. Hooker	HAMBURG-AMERICA LINE	On 27th inst.
SHANGHAI, YOKOHAMA & KOBE	BRASILIA	Ger. str.	k.w.	Hase	MELCHERS & Co.	On 27th inst., at 10 A.M.
SHANGHAI, SWATOW, AMOY & POOCHOW	CROSTON MARU	Jap. str.	2 h.	T. Saraga	HAMBURG-AMERICA LINE	About 28th inst.
SHANGHAI, YOKOHAMA & KOBE	JAPAN	Brit. str.	—	J. G. Olfert	DAVID SASSON & Co., Ltd.	On 27th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NOBE	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 28th inst.
SHANGHAI	DEYALHA	Brit. str.	—	T. H. Hinde, R.N.	P. & O. S. N. Co.	On 10th September.
SHANGHAI, YOKOHAMA & KOBE	SILESIA	Ger. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 15th Sept., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAGASAKI	Brit. str.	1 m.	J. Davies	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
SHANGHAI & CHINKIANG	FOOCHOW	Brit. str.	1 m.	de Brouwer	JAVA-CHINA JAPAN LINE	Quick despatch.
SHANGHAI	TIHAI	Brit. str.	1 m.	T. Saraga	OSAKA SHOSHIN KAISHA	To-morrow, at 10 A.M.
JAMUI VIA SWITOW & AMOY	JOSEPH MARU	Jap. str.	1 m.	K. H. Hinde, R.N.	DOUGLAS LAFFRANCE & Co.	On 27th inst., at 2 P.M.
SWATOW, AMOY & POOCHOW	HAITAN	Brit. str.	1 m.	Imbren	BUTTERFIELD & SWIRE	To-morrow, at 8 A.M.
HOIHOW & HAIHONG	CHIHUI	Brit. str.	—	Rodger	BUTTERFIELD & SWIRE	To-day, at Noon.
MANILA	ZAFIRO	Brit. str.	1 m.	S. J. Payne	SHEWAN TOMES & Co.	On 25th inst., at 4 P.M.
MANILA	TEAN	Brit. str.	—	R. Almond	JARDINE, MATHESON & Co., Ltd.	On 24th Sept., at 4 P.M.
MANILA	RUBI	Brit. str.	—	T. Meyrick	SHEWAN TOMES & Co.	On 24th Sept., at 4 P.M.
MANILA	IYUNSIANG	Brit. str.	—	M. B. Lake	BUTTERFIELD & SWIRE	Beginning of September.
KUDAT & SANDAKAN	KAIFONG	Brit. str.	—	F. Semblil	NIPPON YUSEN KAISHA	To-day.
BOMBAY VIA SINGAPORE & COLOMBO	BORNEO	Ger. str.	k.w.	T. Arakawa	MELCHERS & Co.	On 25th inst.
SINGAPORE, CALCUTTA & COLOMBO	KAGESHIMA MARU	Jap. str.	—	P. J. Bull	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	ARCONIA	Brit. str.	—	P. J. van Emmerick	JAVA-CHINA JAPAN LINE	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	KUMSANG	Brit. str.	—			
	THILATJAP	Dut. str.	—			

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

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THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE ON 12 DAYS Across the Pacific is the "EMPERESS LINE." Sailing 5 to 10 days' Ocean Travel. 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS: (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN" 6,000	SATURDAY, 5th Sept.	28th Sept.
"LENNOX" 8,700	FRIDAY, 11th Sept.	10th Oct.
"EMPERESS OF CHINA" 6,000	SATURDAY, 26th Sept.	17th Oct.
"MONTEAGLE" 6,168	SATURDAY, 3rd Oct.	27th Oct.
"EMPERESS OF INDIA" 6,000	SATURDAY, 17th Oct.	7th Nov.
"EMPERESS OF JAPAN" 6,000	SATURDAY, 7th Nov.	28th Nov.

"S.S. 'LENNOX' and 'GLENFARG' are Freighters only and do not carry Passengers. "EMPERESS" Steamers will depart from HONGKONG at 4 P.M. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE QUICKEST ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York 471.10 Intermediate on Steamers } 240. " 242.
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SPECIAL BATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Service, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. GRADDOCE, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

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NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR STRAITS, SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUET, and PORT SAID.

FOR LONDON, HAMBURG AND ANTWERP.

FOR SHANGHAI, YOKOHAMA AND KOBE.

FOR LONDON, HAVRE AND ANTWERP.

FOR SHANGHAI, YOKOHAMA AND KOBE.

FOR SHANGHAI, YOKOHAMA AND KOBE.

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CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA

KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU, AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	Cowley	On 24th Aug., Noon.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

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DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS,
Hongkong, 21st August, 1908.

8

MESSAGERIES MARITIMES

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FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

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FOR SHANGHAI, KOBE & YOKOHAMA

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THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STRAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight. For Freight and further particulars apply to
DODWELL & CO., LIMITED
General Agents for China and Japan
Hongkong, 4th August, 1898.

Cutler, Palmer & Co.'s



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Cutler, Palmer & Co., London.

AGENTS
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2

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL	REMARKS.
LONDON via SWATOW, PENANG, SINGAPORE, COLOMBO, SUEZ, PORT SAID, and MARSEILLES.	DELTA	Neon, 22nd Aug.	See Special of CAL.
LONDON and ANTWERP via SINGAPORE, PENANG, SUEZ, PORT SAID, and MARSEILLES.	SYRIA	About 26th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NOKO, and YOKOHAMA.	ANG	About 28th Aug.	Freight and Passage.
SHANGHAI	DEVANHA	About 3rd Sept.	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 21st August, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STREAMERS	TO SAIL
HONGKONG and HAIPHONG.	"CHIEH"	On 23rd Aug. 8 A.M.
SHANGHAI and CHINKIANG.	"FOOCHOW"	On 24th Aug. 4 P.M.
MANILA	"TEAN"	On 25th Aug. 4 P.M.
SWATOW, CHEFOO & TIENTSIN.	"KUEICHOW"	On 28th Aug. 4 P.M.
CEBU and LOILO.	"KAIFONG"	On 28th Aug. 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COCKTOWN, CAIRNS, PORT WENTWORTH, BRISBANE, SYDNEY, with Transhipment to TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	"CHANGSHA"	On 2nd Sept. 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED FARE FOR PASSENGERS, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

Per Freight or Passage, apply to—
HONGKONG, 21st August, 1908.

BUTTERFIELD & SWIRE,
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HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI via SWATOW, "JOSHIN MARU"	Capt. Y. KAWAZAKI	SUNDAY, 23rd Aug., at 10 A.M.
SHANGHAI via SWATOW, "CHOSHUN MARU"	Capt. T. SUGIYAMA	THURSDAY, 27th Aug., at 10 A.M.
AMOY & FOCHOW		

A Reduction of 20% Per Cent. will be made on First and Second Class Fares to Fochow, until further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Ample and Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 22nd August, 1908.

T. ARIMA, Manager.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STREAMERS	TO SAIL
TIENTSIN via SWATOW, "CHIPSING"		Saturday, 22nd Aug., 4 P.M.
WEIHAIWEI & CHEFOO		
SINGAPORE, PENANG & CALCUTTA "KUMSANG"		Tuesday, 25th Aug., 3 P.M.
MANILA "LUNGSHANG"		Friday, 28th Aug., 4 P.M.
SWATOW "YUENSANG"		Friday, 4th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, and MOJI		Tuesday, 15th Sept., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG," and "FOOSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Japan Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and return at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

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Hongkong, 22nd August, 1908.

GENERAL MANAGERS.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES

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Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Genoa, Naples, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD	HOMeward.
For SHANGHAI, YOKOHAMA & KOBE: S.S. BRASILIA ... 27th August	For HAVRE, DUNKIRK & HAMBURG: S.S. SILVIA ... 23rd Aug.
For SHANGHAI, YOKOHAMA & KOBE: S.S. SILESIA ... 10th September	For MARSEILLES, ANTWERP & HAMBURG: S.S. SLAVONIA ... 11th Sept.
For SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA ... 16th September	For DUNKIRK, ANTWERP & HAMBURG: S.S. SPESBIA ... About Mid of Sept.
For SHANGHAI, YOKOHAMA & KOBE: S.S. SUEVIA ... 25th September	For HAVRE & HAMBURG: S.S. AMERICA ... 20th Sept.
For SHANGHAI, YOKOHAMA & KOBE: S.S. SENEGA ... 19th October	For HAVRE & HAMBURG: S.S. BRASILIA ... 4th Oct.
For SHANGHAI, YOKOHAMA & KOBE: S.S. BELGICA ... 17th October	For HAVRE & HAMBURG: S.S. SILESIA ... 18th Oct.

COAST SERVICE

TSINGTAU, NAGASAKI AND YOKOHAMA	"KOWLOON"	On 26th Aug.
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Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 21st August, 1908.

Hongkong Office.

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwantao, (Peking Tientsin), Kobe, Yokohama, Genoa to Hongkong in 30 Days. NANTES to Hongkong in 28 Days.

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HOMeward via MAGELLAN STRAIT:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

QUESSANT ... 27th Aug.	CEYLAN ... 28th Nov.
AMIRAL OLBRY ... 12th Oct.	CORSE ... 11th Jan. 09

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins.

Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT.

FRENCH MAIL OFFICE.

Hongkong, 10th August, 1908.

782

HONGKONG-NEW YORK AND BOSTON.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "INDRAMAYO" ... On 19th September, 1908.

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 15th August, 1908.

1185

HONGKONG-MANILA.

Highest-Class newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 22nd Aug. Noon.
RUBI	2540	R. W. Almond	Manila	On 29th Aug. Noon.

For Freight or Passage apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS

Hongkong, 15th August, 1908.

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NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STREAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID	"SANUKI MARU" (Capt. S. J. G. Parson, Tons 6112)	WEDNESDAY, 2nd Sept., at Daylight
WITTOBIA, B.C. and SEATTLE, WASH., via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"AYO MARU" (Capt. A. Keith, Tons 6300)	WEDNESDAY, 16th Sept., at Daylight
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	"YAWATA MARU" (Capt. K. Homma, Tons 3917)	TUESDAY, 1st Sept., at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	"NIKKO MARU" (Capt. T. Harrison, Tons 5559)	TUESDAY, 15th Sept., at 4 P.M.
MOJI and KOBE	"KAGI MARU" (Capt. G. S. Lapraik, Tons 637)	FRIDAY, 4th Sept., at Noon
NAGASAKI, KOBE and YOKOHAMA	"YAWATA MARU" (Capt. K. Homma, Tons 3917)	FRIDAY, 2nd Oct., at Noon
	"NIKKO MARU" (Capt. T. Harrison, Tons 5559)	SATURDAY, 22nd Aug., at Noon
	"TAKASAKI MARU" (Capt. A. Mocker, Tons 4740)	WEDNESDAY, 26th Aug., at Noon
	"NIKKO MARU" (Capt. T. Harrison, Tons 5559)	WEDNESDAY, 2nd Sept., at Noon

For Further Particulars, apply to

T. KUSUMOTO,

MANAGER.

Hongkong, 20th August, 1908.

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EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STREAMERS	DATE OF SAILING.
SINGAPORE, CALCUTTA & COLOMBO	"ARCONIA"	On 28th August.
VLADIVOSTOK	"LUCANIA"	End of August.
MARSEILLES & HAVRE	"CATHAY"	Middle of Sept.

For Further Particulars, apply to

MELOHRS & CO.,

AGENTS.

Hongkong, 20th August, 1908.

6

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should be in every home as well as in every hospital.

When you are worried and cannot get well now sleep well, you will find a great help in BOVRIL.

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HONGKONG.

Japan Office:—
14, WATER STREET,
YOKOHAMA.

STEAMERS.	SETRA, German str., 1,642, Dolder, 12th August—Wakamatsu 5th August, Coal—Siemssen & Co.
AMARA, British str., 1,526, Matlock, 19th July	SPIR, Norwegian str., 870, Horn, 13th August
Matheson & Co.	Swatow 17th August, General—Aagaard, Thoresen & Co.
AFRICANA, British str., 2,325, J. H. Smith, 31st July—Maroran 21st July, Coal—Doddwell & Co.	BRANDBURG, British str., 2,843, J. R. Stewart, 7th August—New York via Harbin 28th May, Cass Oil and General—Doddwell & Co.
BARRA, British str., 2,404, Whyte, 24th July—New York 7th May, and Durban 28th June, Cass Oil—Standard Oil Co.	SWANLEY, British str., 2,008, W. E. Steele, 19th August—Ching-wan-tao 13th August—Gibbs, Livingston & Co.
CHATHAM, British str., 2,316, A. J. Duff, 5th August—Callao 24th June—Chinese.	TATIANA, British str., 1,121, Laing, 19th Aug.
CHIRRI, British str., 1,143, J. Warrack, 20th August—Haiphong Aug. 15th and Holbow 15th, General—Butterfield & Swire.	TATIANA, Chinese str., 1,216, Klopfer, Aug. 15th, General—Shanghai Aug. 12th and 5th.
CHIPPING, British str., 1,199, F. Mooney, 15th August—Tientsin August 9th, Chefoo 10th and Weihaiwei 11th, General—Jardine, Matheson & Co.	YATSIUNG, British str., 1,424, M. Courtney, 1st Aug.—Chinking 27th July, General—Jardine, Matheson & Co.
CHOWING, German str., 1,021, Buecking, 18th August—Bangkok 12th August, Liceo—Butterfield & Swire.	YOKOHAMA, British str., 1,205, Brown, 16th Aug.—Shanghai 11th August, General—Butterfield & Swire.
CLAYTON, British str., 2,518, W. H. Sadon, 17th August—from Cardiff, Coal—Doddwell & Co.	ZAFIRO, British str., 1,610, R. Rodger, 17th August—Manila 15th August, Hemp and Sugar—Shewan, Tomes & Co.
COUBERTIN, British str., 4,897, John Wiseman, 23rd May—Moji 29th May, Coal—Mitsui Bussan Kaisha.	
DEVAWAGSE, German str., 1,057, F. Rehwalde, 18th August—Bangkok 9th August, Coal—Butterfield & Swire.	
FOOCHOW, British str., 1,227, E. French, 11th August—Shanghai 8th August, General—Butterfield & Swire.	
FOOSHUNG, British str., 1,235, E. Woodley, 17th August—Yokohama and Chinking 11th Aug.; Liceo—Jardine, Matheson & Co.	
FREYBURG, Norwegian str., 891, O. Andersen, 8th August—Saigon 4th Aug., Rice—Aagaard, Thoresen & Co.	
GERMANIA, German str., 1,713, C. Jorgenson, 17th August—Singapore 11th August, General—Jensen & Co.	
HAICHING, British str., 1,266, W. C. Passmore, 12th Aug.—Fochow Aug. 9th, Amoy 10th, Swatow 11th, General—Douglas, Lapraik & Co.	
HALDEN, Norwegian str., 1,065, G. Eolberg, 2nd August—Saigon 29th July, General—Aagaard, Thoresen & Co.	
HISANAG, British str., 1,636, A. G. Smith, 16th August—Hongay 13th August, Coal—Jardine, Matheson & Co.	
HOLSTEIN, German str., 1,800, Niejahr, 17th August—Haiphong and Hongkong, 16th August, Coal—Jensen & Co.	
INABA MARU, Japanese str., 3,189, Wm. Bainbridge, 19th August—London and Singapore 14th August, General—Nippon Yusen Kaisha.	
INVERAR, British str., 2,253, Marshall, 30th July—New Castle 11th July, Coal—Arnhold, Karberg & Co.	
JOSHIN MARU, Japanese str., 702, Kuburaki, 16th August—Tamsui Aug. 16th and Swatow 18th, General—Osaka Shosen Kaisha.	
KATHIEMA PAKE, British str., 3,075, W. H. Copp, 8th July—Callao via Yokohama and Kobe 12th May, General—Toyo Kisen Kaisha.	
KORBA, American str., 5,651, Andrew Dixon, 18th August—San Francisco 23rd July and Shanghai 16th August, Mails and General—Pacific Mail Steamship Co.	
KUMERIC, British str., 4,006, T. S. Cowley, 17th August—Tacoma via Ports 2nd July, General—Doddwell & Co.	
KUMSANG, British str., 2,077, E. J. Baller, 17th August—Callao and Singapore 11th Aug., General—Jardine, Matheson & Co.	
KWANGSUNG, Chinese str., 1,468, Lincoln, 17th August—Shanghai 14th August, General—Chinese.	
KWONGSUNG, British str., 1,428, W. Palmer-Baker, 16th Aug.—Shanghai Aug. 11th and Swatow 15th, General—Jardine, Matheson & Co.	
LAISANG, British str., 2,224, E. J. Tadd, 20th July—Callao July 5th, and Singapore 15th, General—Jardine, Matheson & Co.	
MACBETH, British str., 1,223, G. M. Eurch, 17th August—London and Singapore 11th August, General—Doddwell & Co.	
MANDAL, Norwegian str., 1,193, Gabrielsen, 31st July—Borneo 25th July, Coal—Wallom & Co.	
MATHILDA KORNBER, German str., 1,846, Diller, 13th August—Moji 7th August, Coal—Jensen & Co.	
MATHILDE, German str., 891, A. P. Utterberg, 19th August—Haiphong August 13th and Holbow 13th, General—Jensen & Co.	
OSANG, British str., 1,787, F. Wheeler, 14th August—Moji 8th August, Coal—Jardine, Matheson & Co.	
PARLAT, German str., 1,018, J. Wenzel, 18th August—Swatow 17th August, General—Butterfield & Swire.	
PALMA, British str., 4,913, G. W. Cockman, R.M.S., 12th August—London and Singapore 7th August, General—P. & O. & N. Co.	
PROCTOR, Norwegian str., 1,024, C. Moller, 3rd Aug.—Saigon 29th July, Rice—Aagaard, Thoresen & Co.	
QUAETA, German str., 1,852, H. Madsen, 15th Aug.—Palo-Palo 3rd Aug., Old-Hon-Tanks—Sander, Wieler & Co.	
RAYNAR, Norwegian str., 1,200, Augensen, 17th August—Rajang 10th August, Timber—Wallom & Co.	
	Waterwitch, surveying ship, 630 tons, 450 h.p., Lieut. Comdr. H. P. Douglas, Port Swatow.
	Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut. Comdr. J. Kiddie, Hongkong.
	Widgong, gunboat 185 tons, 2 guns, 800 h.p., Lieut. Comdr. J. H. Knox, Yangtze.
	Woodcock, gunboat, 160 tons, 2 guns, 550 h.p., Lieut. Comdr. H. R. V. Correll, Dormer, Yangtze.
	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. R. Livingstone, Yangtze.

Would that all the missions in China would unite and have a model University in each provincial capital in the Empire, and begin this very year wherever none exists already.

COLOUR IN THE BUFF.

These are prettiest in black, and one of the unusual successes of the present season was achieved by a lady who, on a smart racoon-rose, wore an extremely tight Directoire black gauze gown, much cut away in the front, with an absolutely immense black tulle neck ruffle, and a proportionately large hat; also intensely black. The only glimpses of white in the costume was the single veils of lawn drawn across the front of the bodices, and, I may add, about two inches of white arm-intervening between glove and

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THE EARL OF GRANARD in reply, said he did think it was at all the case that there was a lack of opportunity for members of the robust Marine acquiring knowledge. He made some inquiry into the matter, and he found that there were schools in nearly every port in the country where persons wishing embrace the calling of the sea could study all sorts connected with it. In addition to this, there were the ships, the Conway and the Worcester, which rendered very valuable service in this respect, and he had just been informed that the Conway proposed establishing a course in instruction in engineering. He had no quarrel at hand with regard to the ship-which being fitted out by the White Star Company, he understood that it was going to carry out 60 cadets, and that there would be instructors on board who would be competent to instruct the branches of the knowledge. There were each year about 75 to 80 vacancies in the navy for officers of the Royal Naval Reserve, for these vacancies there were generally 500 applicants. The Government took pick of these men, and from the reports to it the efficiency of the officers of the Royal Naval Reserve was beyond question. (Cheers.)

These men were everything a captain could desire. He was, however, sympathized with the noble friend who was speaking, and he did not think he should be taking any part in discussion, he thought no case had been made out for spending any extra money. (hear, hear.)

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